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KNOWLEDGE

VOL 3 JANUARY 2009

OFFICIAL SAFETY MAGAZINE OF THE U.S. ARMY

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ARMY SAFE IS ARMY STRONG

KNOWLEDGE
OFFICIAL SAFETY MAGAZINE OF THE U.S. ARMY

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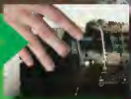

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Mission statement: USACRC supports our Army by collecting, storing, analyzing, and disseminating actionable information to assist Leaders, Soldiers, Families, and Civilians in preserving/protecting our Army's combat resources.

We welcome your feedback. Please e-mail comments to **safe.knowledge@conus.army.mil**.

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A total safety culture within an organization can be defined as a culture in which individuals: hold safety as a value; feel a sense of responsibility for the safety of their fellow Soldiers, civilians and Family members, as well as themselves; and are willing and able to act on the sense of responsibility they feel toward those around them. That is, individuals must have the skills and tools necessary and be supported by their Leaders to go "beyond the call of duty" on behalf of the safety of themselves and others in their formations.

If Leaders are committed to safety, they must have a highly visible presence to express that support. How do you, as a Leader, demonstrate care and concern for the Soldiers, civilians and Family members in your charge in order to influence their behavior in a positive way? What kind of approach will have the highest level of success? In his recent Safety Update, Chief of Staff, U.S. Army (CSA), Gen. Casey asked every Leader to take a holistic look at their command environment and find ways to influence our Soldiers, Family members and civilians to use

> “LEADERS, PEERS and FAMILIES are charged with the PROTECTION of SOLDIERS both ON and OFF duty.”

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composite risk management.

Recently, our Army has experienced a slight rise in the off-duty accidental losses while also seeing a downward trend of on-duty accidental loss. Why is that? Direct Leader involvement and engagement has proven time and again to make the difference and, for our on-duty challenges, it has clearly been proven again. Leaders must take this engagement one step further, though, by taking an active interest in what their Soldiers are doing with their time off and by helping their Soldiers identify potential high-risk activities or behaviors that could cause serious injury or loss of life.

Peers play a large role in how Soldiers develop their sense of what's right or wrong. Peers are just one of the three groups that influence our Soldiers on a daily basis; they can keep a situation from getting worse or leading to disaster. Soldiers are influenced by their friends, their "battle buddies," and need to be brought into the fold of the "Band of Brothers and Sisters." A source of many great safety messages can be found in our BOSS Safety Factor program (available online https://crc.army.mil). Soldiers must know what right looks like and develop their own "safety sense" by learning how to think. Leaders can help, along with the tools found on our site. The end state of this line of thinking will produce a desired – and needed – cultural shift in the way safety is viewed.

When Soldiers, civilians and Family members are habitually involved in a unit's safety effort, there is a greater sense of ownership and pride. Leaders, in close cooperation with Families and communities and peers taking care of their own (the Band of Brothers and Sisters), build safer environments for our Army, both on and off duty. Leader's Corner is a great place to find the tools to build a successful environment for our Soldiers to operate and can be found at https://crc.army.mil/leaderscorner/.

Leaders, peers and Families are charged with the protection of Soldiers both on and off duty. This responsibility can seem daunting for some by taking them well out of their comfort zone. The U.S. Army Combat Readiness/Safety Center hosts a myriad of tools available online at https://crc.army.mil that will assist Leaders to successfully and safely complete their mission both on and off duty, while mitigating the harmful effects of risk. The CSA encourages leaders to "get creative" and solicit the support of Families and the community to help the Army save lives. Peers, Families and community members can find information on protecting their loved ones while they are off duty in the Family Engagement Kit and the BOSS Safety Factor program found on the USACRC Web site. With these tools, and the support of Leaders, Family members and the local community, our Army will maintain the strides made on duty, drive down the off-duty accident occurrences and continue to keep us Army Strong.«

Army Safe is Army Strong!

William T. Wolf
Brigadier General, USA
Commanding

How'd Your Army Do?

Fiscal 2008 End-of-Year Review

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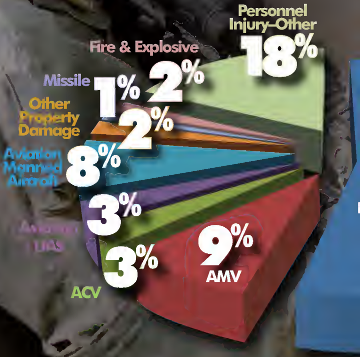
U.S. Army Combat Readiness/Safety Center
Fort Rucker, Ala.

The Army made many positive strides in reducing Class A accidents and Army military fatalities during fiscal 2008. On the ground, Army Motor Vehicle (AMV) and Army Combat Vehicle (ACV) accidents were both down compared to fiscal 2007. There was also a significant reduction in Army aviation accidents. Unfortunately, the good news doesn't include privately owned vehicle (POV) and motorcycle accidents and fatalities, which continue to be problem areas for the Army.

During fiscal 2008 (as of Oct. 18, 2008), the Army experienced 242 Class A accidents resulting in 210 Army military fatalities. Overall, these accidents were down 5 percent from the 254 experienced for the same time period in fiscal 2007. Fatalities were also down 15 percent from the 247 experienced last year.

Class A Accidents

Breaking down the accidents into percentages shows the role POVs play in the overall figures. As seen in the chart to the right, POVs accounted for 55 percent of the total Class A accidents in fiscal 2008, far eclipsing the second most common cause, Personnel Injury-Other (PI-O), which accounted for 18 percent. Following that, AMV accidents accounted for 9 percent and manned aircraft aviation accidents accounted for 8 percent of Class A Army accidents.



FISCAL 2008 CLASS A ARMY ACCIDENTS

Class A Army Military Fatalities

The Army military fatality picture is similar. As seen in the graph to the right, POV accidents accounted for 62 percent of the fatalities, followed by PI-O accidents at 18 percent, AMV accidents at 9 percent and aviation accidents at 6 percent.

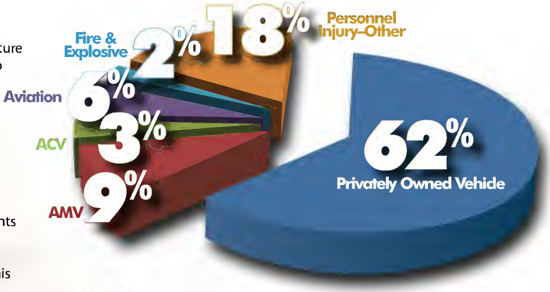
The following is a further breakdown of the Army ground, aviation and POV Class A accidents and fatalities during fiscal 2008. However, information on the accidents experienced during this time frame is still filtering into the U.S. Army Combat Readiness/Safety Center (USACRC), so the statistics, figures and findings may change in the coming months.

GROUND

Personnel Injury-Other*

There were 44 Class A PI-O accidents in fiscal 2008, resulting in 37 fatalities. These numbers were down from the 56 accidents and 51 fatalities the previous year. Of the fiscal 2008 PI-O accidents, 55 percent involved off-duty activities, while 45 percent occurred on duty.

FISCAL 2008 ARMY MILITARY FATALITIES



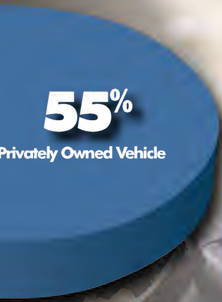
Off-Duty PI-O

During fiscal 2008, 24 Class A off-duty PI-O accidents resulted in 22 fatalities, which was 12 fewer accidents than for the same time period last year. Negligent discharges with handguns killed six Soldiers. Five Soldiers fell to their deaths during fiscal 2008, including one from a beach condo balcony, one from the balcony of a local night club, two while hiking and one while sport parachuting. Water-related accidents killed three Soldiers; one Soldier drowned while swimming, one drowned after jumping into the water from a bridge and one was found drowned in a swimming pool. Overall, off-duty water-related fatalities decreased by 80 percent in fiscal 2008.

Three Soldiers were struck and killed by trains during fiscal 2008. In addition, one Soldier died when his backhoe overturned on a slope, one Soldier died after suffering a head injury while skateboarding, one Soldier died after being knocked down in a boxing match, one Soldier died of smoke inhalation in a fire in a private construction trailer and one Soldier was electrocuted in a shower.

On-Duty PI-O

There were 20 Class A on-duty PI-O accidents and 15 fatalities in fiscal 2008, compared to 20 Class A accidents and 17 fatalities the previous year. The most frequent activity involved in these fatalities was weapons handling, with four deaths resulting from negligent discharges and two from friendly fire. Three vehicle-related fatalities involved Soldiers being pinned between, under or by vehicles. Three



FYI

Overall, fatalities during the 2008 101 Critical Days of Summer Campaign increased by 18 percent from last year. Privately owned vehicle (POV) fatalities increased 45 percent, while personnel injury fatalities decreased by 46 percent. During this timeframe, the largest increase of POV fatalities occurred in sedans (63 percent), while motorcycle fatalities increased by 26 percent. However, water-related fatalities decreased by 63 percent for the same time period the previous year.

physical training (PT)-related fatalities involved running; one Soldier was performing shuttle sprints, one was participating in organized PT and one had just completed the run portion of the Army Physical Fitness Test. Eight of the fiscal 2008 on-duty PI-O fatalities occurred during support of Operation Iraqi Freedom (OIF) or Operation Enduring Freedom (OEF).

Army Motor Vehicle

There were 22 Class A AMV accidents during fiscal 2008, resulting in 19 fatalities. This is down from 29 accidents and 37 fatalities the previous year. Of the fiscal 2008 accidents, 15 occurred during OIF/OEF and resulted in 14 fatalities.

Tactical vehicles accounted for 86 percent of the AMV accidents and 89 percent of the fatalities during fiscal 2008. Of the 19 tactical vehicle accidents, 11 involved the HMMWV. These HMMWV accidents accounted for 10 of the 19 fiscal 2008 AMV fatalities. This is four fewer accidents and eight fewer fatalities than the previous year. Nine of the 11 fiscal 2008 HMMWV accidents occurred during OIF/OEF, resulting in eight fatalities.

The M1114 accounted for five of the 11 HMMWV accidents and five of the 10 fatalities. This is a 44-percent decrease in accidents and a 58-percent decrease in fatalities from fiscal 2007. The M1151 accounted for four accidents and three fatalities, while the M997 and M1025 each accounted for one accident and one fatality. Seven of the fiscal 2008 HMMWV accidents involved rollovers, four of which involved the M1114 and three involving the M1151.

Army Combat Vehicle

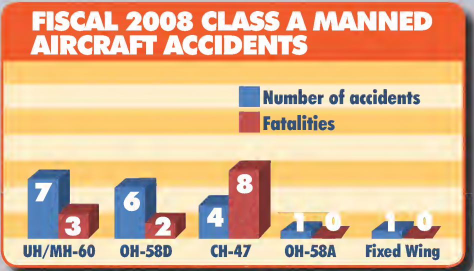
There were eight Class A ACV accidents during fiscal 2008, resulting in seven fatalities. This is down significantly from 19 accidents and 11 fatalities during the previous year. This decrease is primarily due to a large drop in Bradley Fighting Vehicle accidents from 12 in fiscal 2007 to none in fiscal 2008. Six of the fiscal 2008 Class A accidents, which resulted in all seven of the ACV fatalities, occurred during OIF/OEF.

Three of the ACV accidents involved M1117 Armored Security Vehicles (ASV) and three involved Mine Resistant Ambush Protected (MRAP) vehicles. Six of the seven ACV fatalities resulted from the three MRAP vehicle rollover accidents. Two of the MRAP accidents involved vehicles rolling into canals, resulting in five of the six fatalities. The remaining ACV fatality resulted from an M1117 ASV rollover. A Stryker and a Field Artillery Ammunition Support Vehicle were both involved in rollover accidents while towing disabled vehicles, resulting in Class A damage and a permanent total disability injury, respectively.

Explosive and Fire

There were four Class A explosive and fire accidents during fiscal 2008, resulting in four fatalities. This is the same number of accidents but two more fatalities than experienced during the same time period the previous fiscal year. Three of these accidents occurred during OIF.

One explosion and fatality involved a Soldier picking up unexploded ordnance during police call. The other explosion and fatality occurred when static electricity from the rotors of a helicopter caused blasting caps from a cache to detonate. A Family quarters' fire resulted in the death of one Soldier, and another Soldier died as a result of a third country national fuel tanker fire.


FISCAL 2008 CLASS A MANNED AIRCRAFT ACCIDENTS

AVIATION

Manned Aircraft

Fiscal 2008 proved to be a banner year for aviation safety. There were 9 fewer Class A fixed-wing/rotary-wing accidents and 24 fewer Soldier fatalities in fiscal 2008 than during the previous year.

The Class A fixed-wing/rotary-wing accident rate decreased 52 percent from 2.56 in fiscal 2007 to 1.22 accidents per 100,000 flying hours in fiscal 2008. There were 19 Class A manned aircraft accidents in fiscal 2008, 32 percent less than were reported last fiscal year. These accidents claimed the lives of 13 Army Soldiers and cost more than $99 million. Fifty-three percent of the accidents and 77 percent of the fatalities occurred in Iraq and Afghanistan.

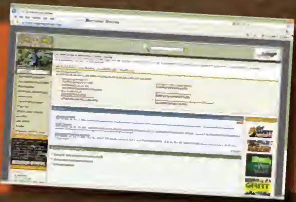
As can be seen in the chart above, the aircraft involved in most of the accidents were the UH-60 Black Hawk, OH-58D Kiowa Warrior (KW) and CH-47D Chinook helicopters. More than half of the Army fatalities occurred in one CH-47D accident. Despite the fact that the AH-64 Apache was one of the most frequently flown aircraft types in fiscal 2008, there were no Class A accidents in this aircraft. Summaries of selected accidents follow in the article.

There were three brownouts involving two Black Hawks and one KW. All occurred during landings in unimproved areas in Iraq and Afghanistan. Two of the accidents resulted in the aircraft striking the ground, causing severe damage to the aircraft. In the other, a Soldier was killed when he exited the aircraft before touchdown and fell about 30 feet during a night troop insertion mission.

Materiel failures caused three accidents: an uncommanded yaw during touchdown in a C-12 fixed-wing aircraft, an engine failure

DID YOU KNOW?

The USACRC has developed a number of tools to help Soldiers and Leaders manage risks and prevent accidents. To access these tools, visit our Web site at https://crc.army.mil.



in an OH-58A and an OH-58D full authority digital electronic control (FADEC) failure.

Two accidents occurred during KW maintenance test flights (MTFs). In both cases, the maintenance test pilots (MTPs) were performing autorotation rpm checks as part of their MTF. In one case, the FADEC failed during the autorotation check and there was no response from the crew. Data downloaded from the memory cards indicate the maintenance pilot continued as if he had full power available and eventually lost control due to low rotor rpm. Both occupants suffered fatal injuries. In the other case, the throttle was not advanced to full open position before 500 feet AGL, resulting in low rotor rpm and a hard landing which destroyed the aircraft and injured the crew.

Aviation Accident Summaries

Two KW training accidents occurred when the pilots exceeded the aircraft's maneuver limitations during combat maneuvering flight and lost control of the aircraft.

The CH-47D fleet encountered two sling load operation accidents. In one case, the load was blown over by the aircraft's rotor wash, killing a ground crew Soldier. The other case involved inadvertent load release with Class A damage to the load.

One UH-60A crashed during a U.S. Air Force re-enlistment incentive flight. Six occupants (Army and Air Force) suffered fatal injuries, five passengers required hospitalization and the aircraft was destroyed.

A UH-60A was destroyed during run-up for flight as a result of a fuel leak and subsequent fire while conducting a crashworthy external fuel system fuel-transfer check.

A CH-47D crashed in Iraq, killing five crewmembers and two passengers. At publishing time, the investigation into this accident was ongoing.

PRIVATELY OWNED VEHICLE

When it comes to losing Soldiers to preventable accidents, the biggest challenge remains POVs. This classification includes sedans, pickup trucks, vans, all-terrain vehicles, sport utility vehicles and motorcycles. Year after year, more Soldiers are killed in POV crashes than in all other Army ground accidents combined. Unfortunately, this year is no exception. While all of the fiscal 2008 statistics are not yet in, the trend shows an increase in POV accidents even while other accident numbers are declining.

As of Oct. 18, 2008, 130 Soldiers have been killed in POV accidents, compared to 67 from all other ground accident types. And the increase from fiscal 2007 is significant. During fiscal 2008, POV accidents jumped by 20 from the previous year – an 18-percent increase. As might be expected, fatalities also rose with 21 more Soldiers dying – a 19-percent increase. Contrast these numbers to the overall 6-percent decrease

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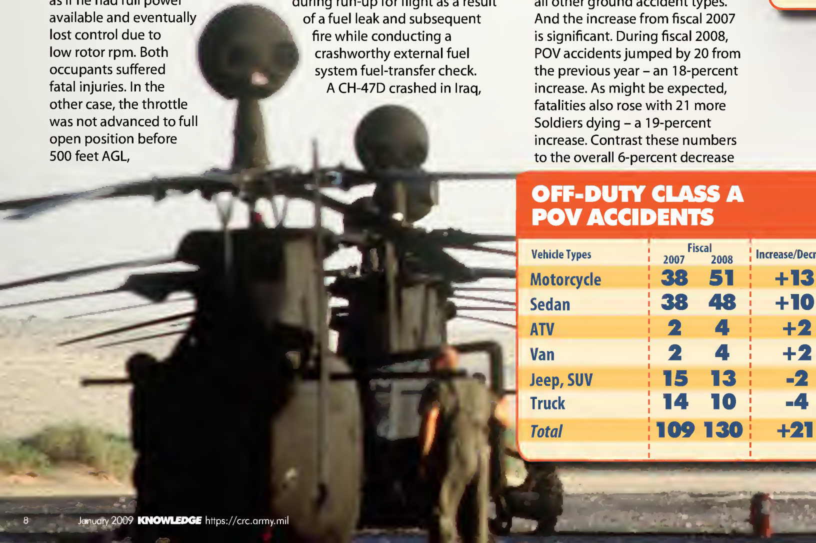

OFF-DUTY CLASS A POV ACCIDENTS

Vehicle Types	Fiscal		Increase/Decr
	2007	2008	
Motorcycle	38	51	+13
Sedan	38	48	+10
ATV	2	4	+2
Van	2	4	+2
Jeep, SUV	15	13	-2
Truck	14	10	-4
Total	109	130	+21

TORCYCLE TYPE CLASS A M ACCIDENTS

ycle Types	Fiscal		Increase/Decrease
	2007	2008	
	29	37	+8
er	6	7	+1
eported	3	7	+4
Total	38	51	+13

in Army accidental fatalities during fiscal 2008 and the magnitude of the POV problem becomes evident.

This year, motorcycles led the way in POV Army military fatalities with 51 Soldiers being killed. The increase was particularly steep with sportbikes, which increased by eight from fiscal 2007 and accounted for 73 percent of this year's motorcycle deaths.

Seat belts and helmets are the first line of defense against injury and death in an accident. Nevertheless, 32 Soldiers – three more than last year – chose not to wear their seat belt or helmet and paid with their lives.

Analysis of the fiscal 2008 Class A POV accidents showed that 105, or 81 percent, could be placed into one of three categories: failure to stay in the lane, the "other guy" and Soldiers performing extremely unsafe and indisciplined acts on the roads.

SEAT BELTS AND HELMETS NOT WORN

Army Military Fatalities	Fiscal		Increase/Decrease
	2007	2008	
Helmets not worn	5	10	+5
Seat belts not worn	24	22	-2
Total	29	32	+3

Soldiers failing to keep their vehicle in its lane caused 68 accidents. These accidents primarily occurred when the Soldier's vehicle drifted left across the centerline and collided with oncoming vehicles, ran off the right side of the road and overturned or struck stationary objects.

The actions of the "other guy" resulted in 22 accidents. In these accidents, the "other guy" committed unsafe actions such as going the wrong way on a divided highway, running red lights and stop signs or crossing the centerline into the Soldier's lane.

Soldiers committing unsafe and undisciplined actions on the road caused 15 accidents. These acts include street racing; running red lights, stop signs and railroad crossing gates; passing in no-passing zones; and driving at speeds more than 100 mph.

Conclusion

Although the overall data for fiscal 2008 shows little change when compared to last year's numbers, there were improvements in all major areas except POV. Reducing these accidents will require increased Leader and Soldier integration of composite risk management and actions to reduce indiscipline and high-risk behavior.

CLASS A POV ACCIDENTS

	Fiscal		Increase/Decrease
	2007	2008	
Class A Accidents	112	132	+20
Army Military Fatalities	109	130	+21

Fostering a positive safety climate and culture that extends into off-duty activities and personal behavior and adopting a band-of-brothers attitude will produce immediate benefits in your element. When you are with other Soldiers during on- or off-duty hours, be a Leader and a role model. Don't tolerate indiscipline and high-risk behavior.«

*Personnel Injury-Other accidents are Army accidents that involve injury to personnel not covered by any other accident type.

Editor's Note: These statistics are current from the Army Safety Management Information System as of Oct. 18, 2008. The fiscal 2007 statistics describe accidents reported as of Oct. 18, 2007. Delayed reports and follow-up details on preliminary reports could change the statistics, figures and findings.

A Memory I'll Never Forget

CHIEF WARRANT OFFICER 4 THOMAS FRENCH
2nd Battalion, 224th Aviation Regiment
Virginia National Guard
Sandston, Va.

I believe you must learn lessons from certain events in your life. Life-changing circumstances can become blessings when viewed through the right lenses.

When I was about 4 or 5 years old, my grandfather showed me his gun collection. He worked on the railroad and gun collecting was his hobby since returning home from World War II. His collection was his prized possession. One day, he told me I could have a gun for my very own and gave me a .22-caliber revolver that resembled a six shooter from the Old West.

My grandfather explained how to clean and maintain the gun, as well as how to safely handle it. He warned me that it was important to not pull the trigger when there were no bullets in the pistol because it could break the firing pin. My grandfather was a big man who always demanded respect but also gave me a lot of love. I looked up to him and always wanted to please him, so I obeyed his warning.

Fast forward a decade to when I was 14 years old. It was a sunny day and I was preparing to go groundhog hunting on the farm. Hunting was a regular activity on the weekends. My friends and I would hunt until we either ran out of bullets or got hungry. Before hunting, I would always clean and oil my rifle and pistol to make sure they would not get rusty or malfunction. As I was cleaning my pistol, I heard one of my best friends, Kevin, walking up to my back porch.

Now, in what can only be explained as a juvenile lack of judgment, I suddenly thought about scaring Kevin. I decided to go out onto the deck and catch him by surprise. I walked out just as Kevin was stepping onto the porch and, without explanation, pointed my pistol at him. Of course, I was just kidding and only wanted to scare him.

I still remember seeing the stunned expression on his face as he saw the pistol pointing at him. As he looked at me, I thought, "Maybe I'll pull the trigger just to show him the gun is unloaded and I was not about to place him in danger." At that point, for some unknown reason, I thought about what my grandfather had told me about pulling the trigger of my pistol on an empty chamber and breaking the firing pin. In that split second, I lowered the pistol and released the trigger without pulling it.

We walked back into my house and I asked Kevin if I had scared him. He said I caught him by surprise, but he knew I was just kidding. We laughed and put on our boots and jacket's and got ready to go hunting.

I grabbed my rifle and pistol and a box of .22-caliber bullets to load my weapon. To this day I don't remember what Kevin saw on my face when I opened the cylinder and saw the pistol had been loaded all along. In that instant, my whole life flashed before my eyes. I thought about my friendship with Kevin and my own dreams and desires for the future. I thought of Kevin lying on the ground dead because of my stupidity. How would I explain the accident to our parents? I even thought about going to prison for taking another person's life due to my negligence. It's a memory I'll never forget.

I sometimes think back to that day and what it was that kept me from pulling the trigger. I thank my grandfather for making the type of impression that would cause a split-second memory which prevented a tragedy. I also think of the other impressions he made on me that have guided my life in a positive way. I don't think you can measure the impact of a powerful role model. In my case, though, it saved my friend's life.«

» FYI

Whether on the range or a hunting trip, always THINK weapons safety:

Treat every weapon as if it's loaded.

Handle every weapon with care.

Identify the target before you fire.

Never point the muzzle at anything you don't intend to shoot.

Keep the weapon on safe and your finger off the trigger until you intend to fire.

ARE YOU A SHARP SHOOTER?
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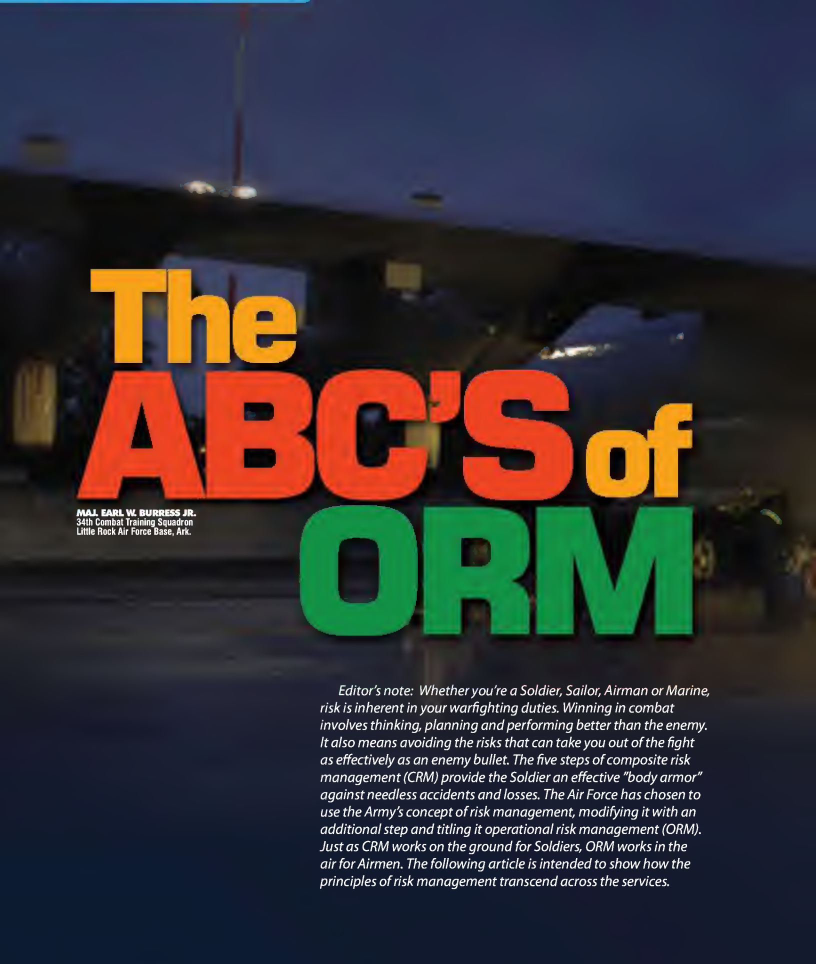


The ABC'S of ORM

MAJ. EARL W. BURRESS JR.
34th Combat Training Squadron
Little Rock Air Force Base, Ark.

Editor's note: Whether you're a Soldier, Sailor, Airman or Marine, risk is inherent in your warfighting duties. Winning in combat involves thinking, planning and performing better than the enemy. It also means avoiding the risks that can take you out of the fight as effectively as an enemy bullet. The five steps of composite risk management (CRM) provide the Soldier an effective "body armor" against needless accidents and losses. The Air Force has chosen to use the Army's concept of risk management, modifying it with an additional step and titling it operational risk management (ORM). Just as CRM works on the ground for Soldiers, ORM works in the air for Airmen. The following article is intended to show how the principles of risk management transcend across the services.

The flock scattered as Train 74 began rolling down the 12,000-foot runway. The swarm of birds narrowly missed the left side of the cockpit as the lumbering U.S. Air Force C-130 Hercules accelerated past 60 knots. The engineer stated, with an edge of frustration in his voice, "I think we might have had a bird strike." The crew rejected the takeoff and the aircraft rolled out and taxied clear of the runway.

The crew began debating if the aircraft had experienced a bird strike or simply a near-miss. The discussion was short. The aircrew members knew there was only one appropriate response for a suspected bird strike. Within minutes they had shut down the aircraft and began conducting the time-consuming bird strike inspection. If they had been at their home station, the need for the inspection would not have been in question; however, the crew had a number of factors threatening to cloud their judgment.

First, the crew was not at a C-130 base with dedicated Herk maintainers. Second, the crew was weary from flying four months of combat missions while struggling to adapt to an ever-changing schedule. Third, the crew was suffering from "get-home-itis" as they attempted to take off on the final 30-minute sortie of their 51st — and final — mission of the deployment. Finally, the flight engineer had been forced to deal with a number of unusual issues throughout the deployment and had simply run out of patience. Despite these pressures, the crew shut down and the flight engineer began the inspection in grim silence. A dead bird was found on the runway a few minutes after maintenance delivered the engine stand.

At this point, the aircraft commander was beginning to question their ability to safely complete the day's mission. The Air Mobility Command crew had completed a formal operational risk management (ORM) assessment before takeoff, as a matter of routine; however, conditions had changed significantly as the mission progressed. The combination of fatigue and frustration now posed a greater risk than the sporadic small-arms and surface-to-air-missile activity that had been reported in the area over the last few months. The crew's sour attitude and the significant

changes in the mission timeline were indicators that it was necessary to reexamine the risk associated with the situation. Before boarding the aircraft, the crew conducted a "time-critical" ORM assessment and determined it was safe to complete the mission. This assessment was triggered by a change in attitude and/or mission that was recognized by the crew.

The time-critical ORM model is used to manage risks that emerge during mission execution. Sometimes, however, aircrews may fail to recognize situations that require the application of the time-critical ORM process. There are four simple triggers used to identify the need to conduct a time-critical ORM assessment. These triggers, shared by the aircraft commander and crew, establish a set of common criteria which can help eliminate time-critical ORM based purely on an aircraft commander's "hunches" or "gut feelings." If the situation goes unnoticed, however, a change could go undetected until the situation gets overwhelming to the crew. An acronym for the four situations triggering the time-critical ORM process is "ABCS."

Change of Attitude

A – The "A" represents a change in attitude. This frequently manifests itself when the aircraft commander or mission commander makes an unpopular decision or when aircrew members are overcome by events. The attitude change manifests as anger, sarcasm, frustration or silence. The significant trigger is the change in personality that the individual displays. This often manifests itself when a crewmember employs a crew resource management (CRM) tool such as the "knock it off" call. A personality change, an increase in tension within the crew or employment of a CRM tool can be used as a trigger to indicate the need for an ORM reevaluation. The reevaluation can lead to mission continuation, modification or even cancellation.

Big Mission Changes

B – The "B" represents big mission changes. Maintenance delays, significant weather, routing changes, target changes, relevant human factors and personnel changes are factors that qualify as big mission changes. These factors can increase the risk and approval level on the ORM worksheet if they occur before flight.

Checklist Discipline

C – The "C" represents checklist discipline. Checklist discipline

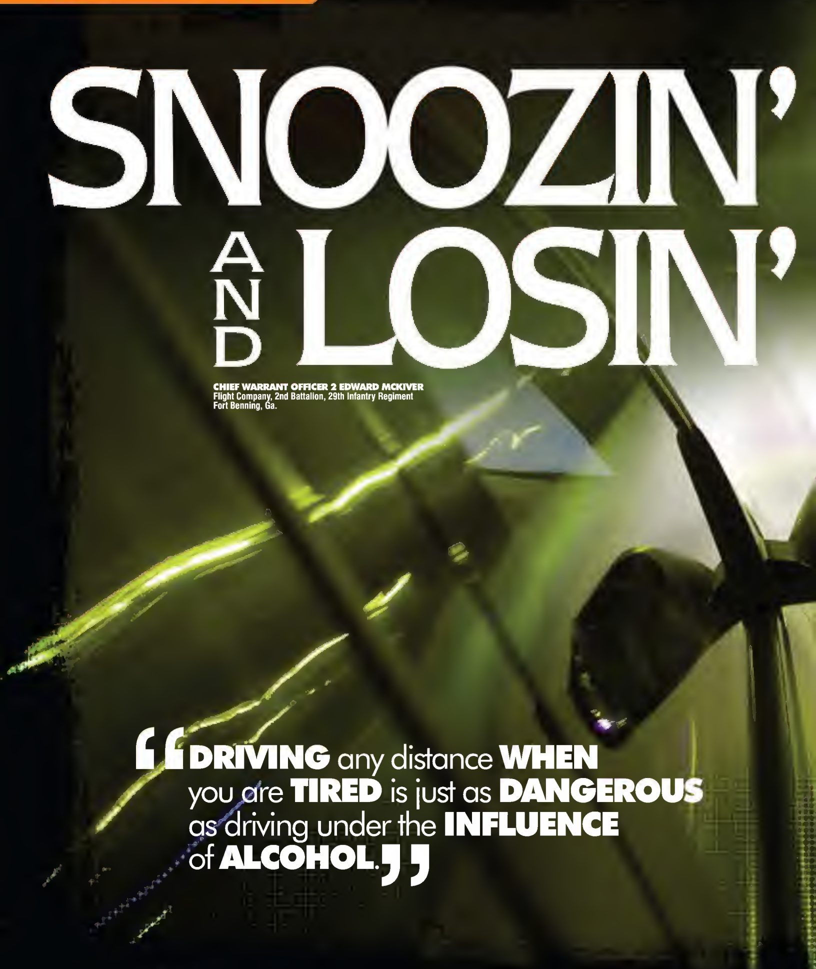
> "**POOR DISCIPLINE** makes it **IMPOSSIBLE** to determine if **ERRORS** are **FATIGUE-RELATED** or just **BUSINESS** as usual."

is a tool to identify fatigue and triggers a reevaluation of ORM. Challenge and response or communication errors may be an indication of fatigue or distraction. This trigger will only work if the aircrew members practice good checklist and communication discipline day to day. Poor discipline makes it impossible to determine if errors are fatigue-related or just business as usual.

This is Stupid

S – The "S" represents "this is stupid." This is stupid is an ORM tool that can manifest itself in a number of ways. The most obvious occurs when a crewmember objects to a situation by saying "This is stupid!" or "This is a bad idea!" Military aircrews are made up of "Type A" personalities who will often lean forward when trying to accomplish the mission. While a crew is working to overcome big mission changes, the "this is stupid" objection may leak into conversations by using phrases such as "Is this the best idea?" or "Is there a better way to do this?" The crew may be, in essence, saying "This is stupid" without even realizing they are saying it. When this type of language creeps into discussions, it should serve as a trigger for the crew to reevaluate ORM.

One critical task for all operations is minimizing risk. Every military plan must make this a priority. It is a part of every mission and a basic responsibility of commanders. Minimizing risk — eliminating unnecessary risk — is the responsibility of everyone in the chain of command. The acronym, ABCS, is a tool anyone can use. The tool is intended to give Soldiers who have concerns with any part of the mission the ability to identify the need for the initiation of a time-critical ORM.«



SNOOZIN' AND LOSIN'

CHIEF WARRANT OFFICER 2 EDWARD MCKIVER
Flight Company, 2nd Battalion, 29th Infantry Regiment
Fort Benning, Ga.

> "**DRIVING** any distance **WHEN** you are **TIRED** is just as **DANGEROUS** as driving under the **INFLUENCE** of **ALCOHOL.**"

There I was, a 19-year-old Soldier literally a blink away from disaster and saved only by the grace of God. The year was 1993 and I was a 19K Armor crewman stationed in Vilseck, Germany. My unit had deployed to Kuwait for Exercise Intrinsic Action during the fall of that year. We were basically a guard-duty force sent to Kuwait to train with the Kuwaiti army and provide additional security after Operation Desert Storm.

I remember it being a very trying time because, except for basic and advanced individual training, it was the first time in my young life I had been deprived of so many things I had enjoyed for so long. Fortunately for me, I was in a unit with guys I had known in basic training. This made the misery of being a private first class in a combat arms unit more bearable. My friends and I could not wait to get back to Germany and catch up on our partying.

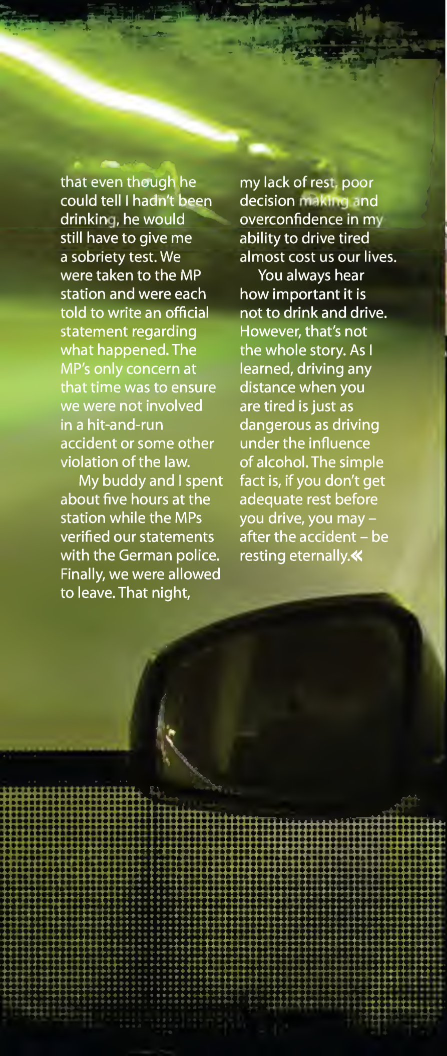
We arrived back in Germany on a Wednesday. I remember the Soldiers' Families greeting us and our company commander giving a speech highlighting the things we had accomplished, followed by a safety brief. As a young Soldier, I had little interest in the speech; I was only concerned about being dismissed. My friends and I had already discussed our game plan for the week, so the word "dismissed" was, for us, the command of execution to party.

Within 30 minutes we showered, got dressed and were ready to go. My father was stationed in Germany before I graduated high school, so I already had my license to drive. This put me ahead of many of my buddies who were still trying to pass their driver's test. The unfortunate part of being the only one in your group with a license is you automatically become the designated driver. We partied hard Wednesday and Thursday nights and planned to party into the weekend.

Friday night, my battle buddy and I went to a club a couple hours away from our base. About 2 a.m., we left the club and headed back to Vilseck, knowing the drive home would be tough at that time of the morning. My battle buddy wasn't much help on the drive due to the fact he'd enjoyed a few too many German beers. However, I wasn't concerned about the distance. I had driven it before and felt confident I could do it again.

Although I didn't feel sleepy as I drove, I knew I would sleep well when we got back to the barracks. That's when it happened – without warning, I fell asleep behind the wheel. I felt the car vibrating and woke up on the opposite side of the road. The car had drifted across the lanes and onto an embankment. Upon realizing what was going on and hearing my buddy scream, I overcorrected. We went across the road and onto an embankment on the right side of the highway, which brought the car to a complete stop. After getting out and assessing the damage, we realized that we could still drive the car and continued back to our base.

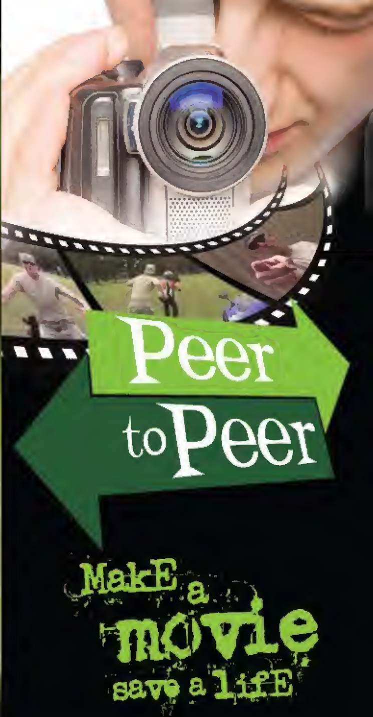
Upon driving the remaining five miles to the post, the military police (MP) stopped us and asked us a few questions about the damage and debris hanging from the car. The officer explained



that even though he could tell I hadn't been drinking, he would still have to give me a sobriety test. We were taken to the MP station and were each told to write an official statement regarding what happened. The MP's only concern at that time was to ensure we were not involved in a hit-and-run accident or some other violation of the law.

My buddy and I spent about five hours at the station while the MPs verified our statements with the German police. Finally, we were allowed to leave. That night, my lack of rest, poor decision making and overconfidence in my ability to drive tired almost cost us our lives.

You always hear how important it is not to drink and drive. However, that's not the whole story. As I learned, driving any distance when you are tired is just as dangerous as driving under the influence of alcohol. The simple fact is, if you don't get adequate rest before you drive, you may – after the accident – be resting eternally.«



1) Post your video on any social network site (Army YouTube, YouTube, Facebook, MySpace, etc.) during the competition period (Sept. 30, 2008 to March 31, 2009).

2) E-mail to Safe.P2PVideo@conus.army.mil or call commercial: 334-255-1390, DSN: 558-1390, to have your video entered in the competition. You must provide your name, age, phone number or e-mail address, and a link to the video.

3) All entries must be submitted no later than 11:59 p.m. Central Time on March 31, 2009.

4) A panel will judge video entries and select finalists. Finalists will be notified by e-mail or telephone.

For more information and contest
rules for Peer to Peer, go to
https://crc.army.mil/videocompetition.

Givin
the F

The day started out normally. I went to work as an operator of a HEMTT fueler for an aviation unit. When I arrived, I called a friend and wished her a happy anniversary. Little did I know this would also become an anniversary for me. Unfortunately, it's not one I care to celebrate.

g inger

SGT. ROBIN SAYLER
Montana Army National Guard
Helena, Mont.

As a fueler with an aviation unit, my job was to conduct thorough preventive maintenance checks and services (PMCS) of my HEMTT first thing every morning. I would then test the aviation fuel to ensure water was not present. The HEMTT I was assigned to work on belonged to another state's National Guard and was on loan to my unit. To say this piece of equipment was in bad shape would be an understatement.

Having completed the PMCS, I turned my attention to testing the fuel. Being a short Soldier, I was accustomed to using the truck ladder as my personal stepping stool to reach the fuel valves. During my 13 years as a fueler, I had done this many times. On this vehicle, however, the ladder was damaged and the hinge points had a gap, even in the open position.

After reaching up and opening the valve, I started to descend the ladder. As my weight shifted on the ladder, the middle finger on my right hand slipped into the gap. I felt a sharp pain as my finger was crushed. I was quickly taken to the hospital, but the injury to my finger was so severe the surgeon had to amputate the tip down to the first joint.

Freak accident? A one-in-a-million possibility, right? That's what I thought until I received a call one day from a fellow fueler. He had just left the emergency room with the same injury. Needless to say, I was shocked and naturally curious, so my first question to him was simple: Was the ladder damaged? The answer, believe it or not, was "yes." Two injuries a little more than a year apart, caused by damaged ladders on HEMTT fuel trucks.

The moral of the story is Soldiers must continue to conduct proper PMCS. As they do, they need to ensure the safety pin is in place to secure ladders properly and replace damaged equipment such as ladders. Both of these ladders were probably damaged while the vehicles were in use with the ladders in the down position. It is very important to remember to stow your vehicle ladders in accordance with the operator's manual when they are not in use and any time you are going to move the vehicle. Take it from me – you may be saving yourself or one of your fellow Soldiers from a serious injury.«

FYI

The National Stock Numbers (NSN) for the ladder retention pin hardware are as follows:

Wire rope	NSN 4010-01-162-9825
Clevis pin	NSN 5315-01-197-0608
Ladder clip	NSN 5340-01-155-3590

Accidents don't just happen. They are caused by not paying attention and not thinking of what can go wrong before it goes wrong. In the AH-64D community, we're having a recurring problem with people cutting their hands and fingers in the right aft avionics bay. This is one of those stories.

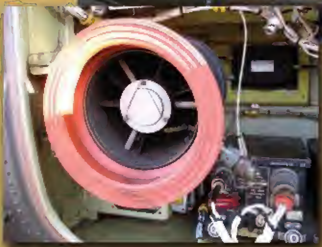
Caught Red Han

CHIEF WARRANT OFFICER 2 MARK LEWIS
A/1-2 AVN (ATK) ASO
2nd CAB, 2nd ID
Camp Eagle, South Korea

ded

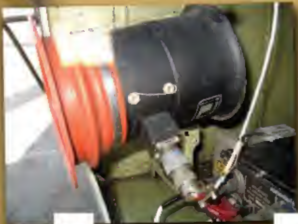
The axial flow fan is located in the right aft avionics bay of the AH-64D and circulates air to keep the aircraft's radios cool. The fan is completely guarded in the front, but not in the rear. It is an everyday occurrence for Soldiers to reach around the back of the fan while looking for cannon plugs or some other component and pull back a nub.

This type accident happened in my unit about 10 months ago. One of our crew chiefs was filling MODE 4 codes and had unplugged the cannon plug to the axial flow fan in an effort to not cut his hands. After finishing the job, he reconnected the cannon plug and continued to reach around the back of the fan to make sure nothing else was loose or disconnected. Sure enough, the fan took a chunk out of his right index and middle fingers.



Fortunately, the incident did not involve any bone fragments or fractures, and stitches were not necessary. However, the accident alarmed the battalion and got me thinking. After talking to my platoon sergeant, I discovered this type accident occurs often. Instead of a couple of finger cuts, Soldiers have lost entire fingers. This has happened in my battalion within the last year, as well as other units in the Army over the past five years. My question is why?

> "This has **HAPPENED** in my battalion within the **LAST YEAR**, as well as **OTHER UNITS** in the Army over the **PAST FIVE YEARS**. My question is **WHY?**"



Installing a screen over the back side of the fan to match the front would be a simple fix to a simple problem. Out of all the safety measures implemented into such a complicated helicopter, surely a screen over a razor-sharp fan would (or should) be installed.

As a short-term fix, I immediately briefed all flight line Soldiers, officers and enlisted, on the dangers of the axial flow fan and how the blades are not protected. However, I wanted to get the word out to the field before the next Soldier cuts or, worse, amputates his hand. Safety measures should be established to prevent these type accidents. I suggest a wire mesh screen attached to the back of the fan would completely alleviate the problem. Although safety shouldn't have a monetary price affixed to it, a screen would be a very inexpensive solution.«

DEER IN HEADLIGHTS

1ST SGT. LYNETTE STREITFIELD
Operational Support Airlift Agency
Fort Belvoir, Va.

Venison is great – as long as you don't bag your buck with a Yamaha!

It was still dark at 5:15 a.m. as I rode home from Arlington, Va., where I'd pulled my night-shift gig in the National Guard Bureau watch cell. I was wearing my battle dress uniform and Matterhorn boots along with an "armored" Tour Master cold-weather riding coat with reflective tabs on the sleeves. I was also wearing my full-face helmet. I had just scooted through the "mixing bowl" on Interstate 95 south and knew there were a lot of big rigs behind me.

I was about 500 feet from the exit for Fort Belvoir, riding in the right lane on a section of the road that was poorly lit. I was just about home free when I suddenly saw a gray mass in front of me. Whatever it was, it didn't seem to know what it wanted to do. I had traffic in the lane next to me, so there was nowhere for me to go but straight. As I prepared for the impact, I thought, "Well, here goes!" The last thing I remember hearing was the sound of crunching plastic.

When I came to, I was lying on the highway, unable to move. I knew right away I'd fractured my left clavicle. Suddenly, two people were lifting me out of the roadway. The pain of being lifted under my arms was so excruciating I passed out again.

When I came to, someone was steadying my head while someone else was checking my lower extremities for injuries. Because my helmet's chin strap was choking me, we broke a cardinal rule regarding motorcycle accidents and removed my helmet.

As it turned out, one of the people who pulled me out of the highway was a Marine en route to Quantico. He'd seen the whole thing and told me I'd nearly been run over twice while lying in the road. He'd crossed three lanes of some of the most dangerous

traffic in America to get to me. Truckers speed through that area like they've got a hot date waiting at the weigh station in Dale City.

Looking back, I'm not sure any amount of training could have prepared me for this kind of event. While I'd figured I would see deer along the smaller side roads I took getting to work, I never expected to see one on the interstate. That just shows you'll never know when Bambi will get a death wish. The only thing I had going for me that morning was my personal protective equipment (PPE). My helmet bore the brunt of my hitting the road, and I received replacement cost (plus) to get a new one – which I did.

I came away from the accident with severe whiplash, a fractured left clavicle that required two surgeries and a totaled motorcycle. I was also out of work almost five months. But at least I was alive.

After the accident, I ordered a new Yamaha FJR-1300 and had it delivered. As soon as I was healthy enough, I got back on the road and started riding again.

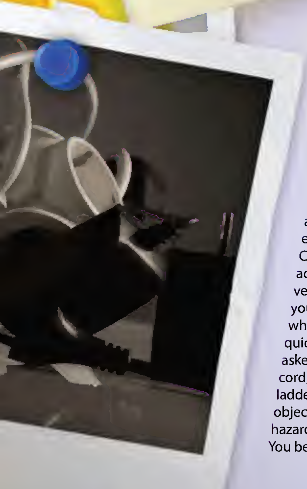
That's the beauty of wearing proper PPE. When the unexpected happens, you get a chance to survive, get back on a bike and ride again. And that sure beats the alternative.«

Ever Heard of Workplace Safety?

VICKI ARNESON-BAKER
G5, Plans and Programs
U.S. Army Combat Readiness/Safety Center
Fort Rucker, Ala.

Editor's note: In an effort to keep **Knowledge** ***relevant to our readers' needs, we're introducing a new column titled "At Work." This column is dedicated to workplace safety and will highlight Occupational Safety and Health Administration (OSHA) issues/policies, Army trends, new equipment and resources. The goal is to keep readers informed about workplace hazards and how to mitigate or eliminate those hazards.***

> “We continue to **TACKLE COMBAT HAZARDS** and **OFF-DUTY** accidents; however, we often **OVERLOOK** the **HAZARDS** within our **WORKPLACE.**”



What Will Take Me or My Buddy Out of the Fight?

By now, most Soldiers should be familiar with composite risk management (CRM). We continue to tackle combat hazards and off-duty accidents; however, we often overlook the hazards within our workplace. If I asked you if an improvised explosive device, an Army Combat Vehicle rollover accident or a privately owned vehicle accident could take you or a buddy out of the fight, what would you say? You would quickly say “yes.” But what if I asked you about a frayed electrical cord, toxic chemicals, climbing ladders, lead paint or lifting heavy objects? Could those workplace hazards take you out of the fight? You bet they can — and they have!

What is Workplace Safety?

Workplace safety is about preventing injuries and protecting the health of Soldiers, Department of the Army civilians and contractors by ensuring safe and healthy workplaces. It’s about protecting the Army’s most valuable asset — you! By protecting Army personnel, workplace safety programs assist units and commanders in getting the job done and completing the mission.

Each duty day brings its own set of unique hazards to the workplace. Because of our daily routines, it’s easy to get complacent and not recognize these hazards. A proactive workplace safety program reduces risks by identifying hazards and developing control measures before accidents occur. It also looks at the relationship between employees, their duties, equipment and tools, and working environment.

The workplace safety program manages the following hazards:

- Chemical (toxic, flammable, corrosive, explosive)
- Electrical (shock/short circuit, fire, static, loss of power)
- Ergonomics (strain, human error)
- Slips, trips and falls (condition results in slip or trip from heights or on walking surfaces — poor housekeeping, uneven surfaces, exposed ledges)
- Fire/heat (burns and smoke inhalation)
- Mechanical (vibration, chaffing, materiel fatigue/failure, amputations)
- Noise (hearing damage, inability to communicate, stress)
- Radiation (X-rays, microwave towers for radio or TV stations, wireless technology, paint analyzers)
- Visibility (lack of lighting or obstructed vision that results in error or injury)
- Weather (snow, rain, wind or ice that increases or creates a hazard)
- Materiel handling (forklift traffic, cranes)
- Power tools (vibration, guarding, sharp edges, flying objects)
- Other hazards (improperly stored objects falling upon workers, or injury to a body part when action causes contact with a surface, such as when a screwdriver slips)

Does Workplace Safety Apply To Me?

Bottom line – yes! The goal of the Army's workplace safety program is to prevent accidents and injuries by complying with OSHA standards and effectively using CRM. This program specifically targets Soldiers and civilians performing noncombat roles during training, contingency operations, field operations and garrison and industrial operations.

What Army Regulations Govern Workplace Safety?

Army Regulation 385-10, Part III, *Supporting the Garrison and Industrial Base,* explains the Army policy and responsibilities for implementing OSHA programs. In addition, other guidelines can be found in Department of the Army Pamphlet 385-10, *Army Safety Program,* Chapter 14, *Workplace Safety Programs.*

Continue to read "At Work" each month as we explore the workplace hazards that can affect you and your job. Learn what you can do to mitigate or eliminate those hazards from your workplace. Remember, safety is not an expense; it is an investment in preserving our combat resources.«

Editor's note: If you have a workplace safety story you'd like to share, please send it to us at safe.knowledge@conus.army.mil.

> "A proactive **WORKPLACE SAFETY** program **REDUCES** risks by **IDENTIFYING** hazards and **DEVELOPING** control measures **BEFORE ACCIDENTS** occur."

the Little Orange Dot That Could

JOHN A. SPARKMAN
U.S. Army Aviation Technical Test Center
Redstone Arsenal, Ala.

This past summer marked my 30th anniversary of being an Army aviator. Back in the summer of 1978, I was in flight school at Fort Rucker, Ala., and struggling through the usual trials and tribulations of a warrant officer candidate student aviator. Flying the TH-55, I experienced the agony of the first hover attempts, the ecstasy of the solo flight and the solo wings ceremony. I also recall the sweet smell of Av-Gas out on the ramp at Hanchey Army Airfield.

Has it really been that long? My, how time flies. We had rugged Vietnam veterans for instructor pilots and colored ball caps denoting the class and phase of training we were in. The air was fresh and clean. Laverne & Shirley was on the television, as well as The Incredible Hulk. Animal House and Midnight Express played at the movie theaters and Bad Company and Eddie Money rocked the AM radio.

Here's a memory that really sticks with me. I can't tell you how powerfully it has stayed with me throughout all my years as an Army aviator and in my post-retirement years in support of aviation. It's the little orange dot.

The U.S. Army Safety Center used to issue us this little orange dot and instructed us to place it on the face of our wristwatches. It was an otherwise innocuous little circle of orange stick-um that we wore on our timepieces to remember to do things safely.

We were young, foolish and even giddy. We viewed everything handed to us in those days with a blind acceptance and a full-throttle joy. We accepted the "Safety Dot" as part and parcel of joining the community of Army pilots, and we stuck it on

our Timex or Casio with ignorant pride, the same way we wore our two-piece Nomex® flight suits with slightly off-kilter exuberance. We had crooked collars, half-hitched Velcro™ and clumsy boot-blousings. We were young, dumb and full of rudderless energy.

That Safety Dot connected us somehow, though, to the seniors and elders, throughout flight school and the first few years in the field. Through each period of instruction, crew briefings, mission executions, field problems, after-action reviews and trips to the club or 'Ville for beers and fellowship — that little orange dot connected us.

In short order, we became somewhat self-aware and self-reliant. We made pilot in command and went from followers to Leaders. And somewhere in there, the Safety Dot became something more than an affectation or appliance. It was a constant reminder of how professionals do things.

Just as we were about to finish the preflight inspection and climb aboard to pull the trigger, that little orange dot would catch our eye. We would pause and ponder the ins and outs of the flight or mission we were about to undertake. "Am I truly squared away?" "Have I left anything to chance?" "Is there anything left unsaid with regard to my teammates and/or co-pilot?" "Have I really thought this thing through?" "Can I honestly say that I am not rushing something and thereby forgetting something important?"

All this happened in just a second, of course. Usually, the rumination over that little orange dot amounted to little or nothing. Occasionally, though, the Safety Dot was the gentle wake-up call that led us to some overlooked detail that we then corrected and, as a result, completed our mission safely and professionally.

After a few years, of course, the Safety Dot went the way of the dinosaurs. It died and was viewed by many as the ad campaign of a regime long since retired. By all accounts, Lear Siegler Services, Inc. (LSI) Primary Division safety manager (Ret) Bob Cooper breathed life back into the Safety Dot program in the 1990s. To this day, Bob Beaman, LSI director of safety, briefs every Initial Entry Rotary Wing class at Fort Rucker on the importance of flight safety and issues each flight student their own Safety Dot.

I'd like to offer this thought; it's time to bring back the Safety Dot Army-wide. It's a constant reminder to never cut corners

when you're rushed or in a hurry. The U.S. Army Aviation Technical Test Center is engaged in the business of flight testing. We fly hours and hours in support of the larger test effort to bring the very best equipment, helicopters, airplanes, systems, weapons, black boxes and countermeasures to the modern warfighters. We plan, produce PowerPoint briefings, conduct teleconferences and phone conferences, fly, test, write, report and go a mile a minute supporting this organization's mission. Everything needs to be tested "now" (and yesterday is even better). The very success or failure of the warfighting effort depends on this thing we're about to strap on and lift into the air in the next 10 minutes, no less!

You are warfighters. You plan, brief, execute and fly many thousands of hours in support of the Global War on Terrorism. You work long hours, you're thousands of miles from your Families and you get very little sleep. You fly convoy cover and answer 911 calls from the ground troops. The very success or failure of the mission depends on how quickly you can strap into that helicopter, get the engine(s) started and swiftly bring your weapons and assets to the fight.

How fitting would it be that you glance down at your wristwatch right before you hit the starter button and see this little orange dot? It's a trigger for us to remember to do things safely — a constant reminder of how professionals do things. Join me in paying tribute to those long departed and those who are just now considering going to flight school and earning those silver wings. Place the Safety Dot on your wristwatch. Heck, put it on your PDA or Blackberry. Just put it somewhere where it will catch your eye. Let that little orange dot be your reminder of exactly who is our biggest customer — the warfighter. We owe it to them to carry on this tradition of excellence.

I'm proud to wear these wings, I'm proud to wear this orange Safety Dot and I'm proud to be a part of this incredible team. Go forth and do great things!«

> “The **SAFETY DOT** became something **MORE** than an **AFFECTATION** or **APPLIANCE.** It was a **CONSTANT REMINDER** of how **PROFESSIONALS** do things.”

Seat Belts

– They Gotta Work!

MARK ARNOLD
U.S. Army Medical Materiel Development Activity
Fort Detrick, Md.

It was a beautiful 60-degree day late in December 2004. Such warm weather was unusual in Maryland at that time of year, so I filled out a leave slip and headed home to finish my Christmas shopping.

I was doing 50 mph in my Ford Ranger pickup on a rural highway when a car pulled out from a side road just as I was about to enter an intersection. I struck the car and, afterward, tried unsuccessfully to regain control. I then spun around and went backward up an embankment. I just closed my eyes and held on as the truck rolled over and came back down the embankment. When I opened my eyes, I saw sparks from the hood grinding on the road, so I shut my eyes again until everything got quiet. When the truck finally stopped, I was hanging by my seat belt and noticed blood dripping onto the truck's headliner. It came from a scrape on my left shoulder – the only injury I suffered. But things could have ended much differently.

About two weeks earlier, I was cleaning my truck and decided to replace the driver-side seat belt buckle, which occasionally released without my pushing the button. Since we never used the center seat

> "I just **CLOSED MY EYES** and **HELD ON** as the **TRUCK ROLLED** over and came back **DOWN** the embankment."

belt, I decided to use its buckle to replace the faulty one on the driver's seat belt.

The few minutes it took me to replace the worn out driver-side buckle ended up saving my life. When the truck overturned, it rolled onto the driver side before landing on its roof. Without that seat belt, I'd have been thrown from my truck and crushed by it.

My truck was totaled, but I collected my auto insurance – something the other driver did not have. The "insurance" that really counted, however, was having a reliable seat belt. Without that, my family would have collected my life insurance.«

SEAT BELT RECALLS

As the author observed, seat belts that don't work properly can't provide passengers the needed protection. While most seat belts function as advertised, occasionally there are defects which require manufacturers to recall specific year and model vehicles and provide a safe remedy. The National Highway Traffic Safety Administration (NHTSA) has issued the following seat belt recalls:

•2006-2007 Mitsubishi Endeavor
NHTSA Recall Number: 08V02200

•2006 Chevrolet Express/GMC Savana
NHTSA Recall Number: 08V-238

•2008 Toyota Highlander/Highlander Hybrid
NHTSA Recall Number: 08V-181

•2008 Pontiac Solstice/Saturn Sky
NHTSA Recall Number: 07V-449

•2008 Mercedes C-Class
NHTSA Recall Number: 07V-454

•2007 Nissan Armada
NHTSA Recall Number: 07V-449

•1995-1998 Kia Sephia/Sportage
NHTSA Recall Number: 02V-216

•2000-2001 Ford Focus (station wagons and three-door vehicles)
NHTSA Recall Number: 00V-418

For more detailed information on these and other vehicle safety recalls, visit NHTSA's Web site at http://www.nhtsa.dot.gov/ and click on Recalls, Defects and Complaints Databases under "Quick Clicks."

AVIATION

AH-64D

CLASS C

▪ The aircraft experienced separation of the vertical empennage step and handhold during flight, resulting in the component contacting the tail rotor, L510 panel and the No. 6 driveshaft.

CH-47D

CLASS A

▪ The aircraft was Chalk 3 in a flight of four when it impacted the ground, fatally injuring all seven crewmembers onboard and destroying the aircraft. A post-crash fire ensued.

HH-60L

CLASS C

▪ The aircraft contacted a goalpost on rollout after landing to a soccer field in dust conditions.

TH-67A

CLASS C

▪ During a maintenance test flight, the aircraft experienced an engine failure and the crew executed an autorotation to the ground. Post-flight inspection indicated spike knock damage.

UH-60A

CLASS C

▪ Post-flight inspection revealed damage to all four main rotor blades (MRBs) as a result of contact with the ALQ-144 during flight.

UH-60L

CLASS B

▪ The aircraft's main rotor system made contact with a tree. Four MRBs sustained damage, requiring depot-level repair.

DID THE CREW COMMUNICATE EFFECTIVELY?

CLASS C

■ Inspection revealed stabilator damage and indication of MRB contact with the ALQ-144. Ground contact is suspected to have occurred, causing the damage during the prior mission.

C-12U

CLASS B

■ The aircraft exceeded in-flight engine temperatures and torque following demonstrated stall power recovery.

UAS

RQ-7B

CLASS B

■ The UAS experienced ENG FAIL during flight. The air vehicle operator (AVO) deployed the recovery chute; however, the UAS was recovered with damage.

■ The UAS overflew the pendants and arresting net during landing and impacted a HESCO barrier and concertina wire.

RQ-11B

CLASS C

■ The AVO lost computer link with the UAS shortly after takeoff. The UAS continued in an uncommanded ascent and heading and has not been located to date.

GROUND

ACV

CLASS A

■ A Soldier serving as the gunner in a Mine Resistant Ambush Protected (MRAP) vehicle suffered fatal injuries in a rollover. The driver had swerved to avoid a collision with another vehicle and then overcorrected, causing the MRAP to overturn.

AMV

CLASS A

■ A Soldier was killed when he was ejected from an M1151 HMMWV that struck a tractor-trailer.

■ A Soldier suffered fatal injuries when he lost control of his M1025 HMMWV during rainy conditions and crashed into several trees and a culvert. The Soldier was partially ejected and pinned by the vehicle. He was wearing a seat belt.

Personnel Injury

CLASS A

■ A Soldier was killed when the .40-caliber handgun he was handling discharged and a round struck him in the head. The Soldier was at a private residence with three other Soldiers when the accident occurred.

> ***DO YOUR SOLDIERS UNDERSTAND THEY MUST INTERVENE WHEN THEIR COMRADES ARE PUTTING THEMSELVES OR OTHERS IN HARM'S WAY?***

■ A Soldier was killed when a fire broke out in his quarters.

■ A Soldier died after collapsing while participating in shuttle sprints during physical training.

■ A Soldier on permanent change of station (PCS) leave suffered fatal injuries when he fell from a balcony at a night club.

ARMY AIRCRAFT LOSSES

Fiscal 2002 to Present

as of Dec. 2, 2008

	Hostile/ Non-hostile
AH-64A/D	11/51
U/MH-60A/L	10/29
C/MH-47	8/19
OH-58D	11/28
TOTAL	40/127

ARMY GROUND LOSSES

Fiscal 2009

Dec. 4, 2008

	Class A/Fatalities
AMV	4/4
ACV	2/1
PERSONNEL INJURY includes weapons-handling accidents	5/5
FIRE/ EXPLOSION	1/0
PROPERTY DAMAGE	0/0
TOTAL	12/10

A lone Soldier was using some newly purchased gear during a recreational climb when he fell to his death. After being reported missing by his unit the next day, the Soldier's body was located by search and rescue personnel.

REGARDLESS YOUR EXPERIENCE LEVEL, THERE IS ONE SIMPLE RULE: NEVER CLIMB ALONE.

A Soldier suffered fatal injuries when he fell from a ladder. The Soldier was attempting to release an overhead door jamb when the door cable snapped free and jarred the ladder.

A Soldier was competing in a morale, welfare and recreation-sponsored boxing tournament when he collapsed on the mat. He was evacuated to a local medical center, where he later died. The Soldier was wearing the required protective headgear during the match.

DRIVING

POV

CLASS A

Three Soldiers riding as passengers were killed and a fourth critically injured when the driver lost control of his vehicle, left the road and struck a tree. The driver, who was also a Soldier, had been drinking heavily before getting behind the wheel and was speeding at the time of the accident. The driver, who was wearing his seat belt, survived the accident with minor injuries. This accident was investigated by the U.S. Army Combat Readiness/Safety Center and an in-depth story will be presented in the February 2009 issue of *Knowledge*.

DO YOUR SOLDIERS UNDERSTAND THE DANGER OF RIDING WITH A DRIVER WHO HAS BEEN DRINKING?

A Soldier, with another Soldier as a passenger, went off the road and entered a sideways skid. The vehicle then rolled several times until it came to rest on its roof. The driver, who was wearing his seat belt, climbed out of the vehicle to summon help for his passenger. The passenger, however, had been unbelted and was trapped inside the vehicle and died. Alcohol and excessive speed played a part in this accident.

A Soldier was driving his car at night when he struck a 5-gallon drum of hydraulic fluid on the road, lost control and crashed. The Soldier was trapped inside his vehicle, which caught fire, and died.

POM

CLASS A

An out-of-control vehicle in the oncoming lane swerved across the road and struck a Soldier on his motorcycle, pinning him against a guard rail. The Soldier was evacuated to a local medical center, where he died of his injuries.

A Soldier was operating his sportbike at high speed when he collided with a vehicle ahead of him. The Soldier had completed Army-approved Motorcycle Safety Foundation (MSF) training, was wearing his helmet and personal protective equipment (PPE) and was a participant in his installation's motorcycle mentorship program. At the time of the accident, the Soldier was accompanied by an NCO riding on a separate motorcycle.

POV DRIVING LOSSES

Fiscal 2009

as of Dec. 4, 2008

	Class A accidents/Soldiers killed
CARS	9/9
SUV/JEEP	4/4
TRUCKS	0/0
MOTORCYCLES	3/3
PEDESTRIAN	4/4
OTHER*	1/1

*Includes: vans and ATVs

21 TOTAL DEATHS

08 Fiscal 2008: 19

3 year average: 17

BEYOND MOTORCYCLE TRAINING AND SAFETY PROGRAMS, THE DECISION TO RIDE RESPONSIBLY ULTIMATELY RESIDES WITH THE RIDER. A HUNDRED GOOD DECISIONS BY A RIDER CAN BE CANCELED BY A SINGLE BAD ONE.

- A Soldier was operating his BMW motorcycle when he rear-ended a slower-moving car, went off the road, struck two trees and was killed. The Soldier was on PCS leave.

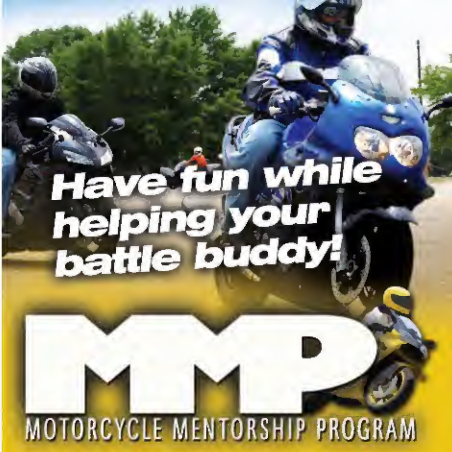
- A Soldier home on midtour leave was operating a borrowed motorcycle when he struck a van that turned in front of him. The Soldier had not received MSF training, nor was he wearing a helmet.

CLASS B

- Two Soldiers were operating a motorcycle when they hit gravel on an S-turn, veered across the road and struck an oncoming vehicle. Both riders were thrown 40 to 50 feet and injured. The operator fractured his left forearm, wrist and leg – injuries that may lead to a permanent partial disability. The passenger was released after outpatient treatment. The Soldiers had left a unit organizational picnic before the accident and were wearing their helmets and PPE, with the exception of proper riding boots.

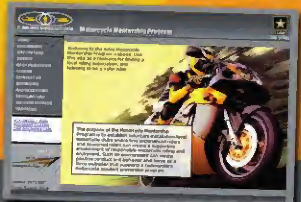
ATV

- A Soldier on PCS leave was killed in an accident involving an all-terrain vehicle (ATV). The Soldier was riding as a passenger on an ATV designed only to carry an operator when it struck a stump. Both the operator and Soldier were thrown off the vehicle. The Soldier, who was not wearing a helmet or PPE, was evacuated to a local medical center, where he later died. Alcohol played a role in this accident.


Have fun while helping your battle buddy!
MMP
MOTORCYCLE MENTORSHIP PROGRAM

Mentoring can be fun and set up in various ways. Here are a few examples:
- *Unit-level one-on-one mentorship*
- *Unit-level riding groups*
- *Private organization*
- *Combination unit program and private organization at the installation level*
- *Non-appropriated fund instrumentality*

Check out the USACRC MMP Web site for some examples of active mentoring programs:



https://crc.army.mil/mmp/

ARMY SAFE IS ARMY STRONG

The *strength* of our Soldiers comes from the *strength* of their Families.

Family
engagement kit

https://crc.army.mil

Get your kit TODAY!

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U.S. ARMY COMBAT READINESS/SAFETY CENTER

ARMY SAFE IS ARMY STRONG

It's not play time

When going out, having fun also means being responsible. Help your buddy out.

DON'T HESITATE
DESIGNATE!

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ARMY SAFE IS ARMY STRONG

TRAVEL RISK
TRiPS
PLANNING SYSTEM

https://crc.army.mil

ARE WE THERE YET?

Be realistic about the distance
you can cover in a day.
Find out before hitting the road.
Use the easy, online **TRiPS** tool today!

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ARMY SAFE
IS ARMY STRONG